

**Statement of Michael J. Riley
President**

**MICHAEL J. RILEY
PRESIDENT**

**Motor Transport Association of Connecticut
Before
The Joint Committee on The Environment
March 8, 2010**

**Re: Senate Bill No. 156 AN ACT LIMITING THE IDLING OF
MOTOR VEHICLES**

I am Michael J. Riley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents around 1,000 companies that operate commercial motor vehicles in and through the state of Connecticut. Our membership includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators and hundreds of companies that use trucks in their business and firms that provide goods and services to truck owners.

MTAC SUPPORTS THIS BILL

The trucking industry opposes unnecessary idling by trucks for two reasons. Idling wastes fuel and money and it is bad for the environment.

The trucking industry is making a concerted effort to reduce unnecessary idling. Unnecessary idling consumes additional fuel, costs money, and generates emissions. Because fuel is among the largest expense associated with operating a truck, trucking companies are making efforts to reduce unnecessary idling.

The simplest method of reducing unnecessary idling is to have the driver turn-off the engine when it is not needed. Many companies have instituted policies or have deployed automatic shut-down devices to help reduce idling.

In some instances, idling is necessary to ensure the safe operation of a vehicle or allow the vehicle to perform the work it is meant to do. Examples include idling as a result of traffic conditions, to verify the proper working order of a vehicle, to operate a vehicle's mechanical functions such as a cement mixer or lift/crane as well as other instances where idling is an



essential function of a vehicle's operation. SB 156 provides for the various situations where idling should be allowed and we appreciate the committee's willingness to incorporate those provisions.

Truck drivers have traditionally relied upon idling the main engine to provide heat, air conditioning and electrical power to their sleeper berths during federally-mandated rest periods. Drivers who use their sleeper berths to comply with federal requirements are required to spend at least 8 hours in their sleeper berth – necessitating a comfortable sleeping environment.

The cost of idle reduction technologies can range from less than 1,000 to nearly \$10,000 depending upon the system and the capabilities. The upfront cost of these technologies represents one of the most significant barriers to deployment. While a federal tax incentive has been proposed but has not gained much momentum, several states, including New Jersey, Oregon, Pennsylvania and others, have established programs to help reduce the initial cost of idle reduction technologies.

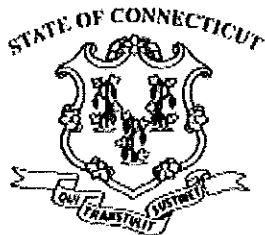
Under the Energy Policy Act of 2005, states are allowed to adopt a 400-pound weight exemption from the state's maximum weight limit to help ensure that trucking companies are not penalized for deploying idle reduction technologies. We were very pleased that the Connecticut General Assembly adopted this provision last year.

The cost savings associated with reduced fuel consumption is often cited as the reason these systems "pay for themselves." And while these savings do help recover the capital cost of these systems over time, the payback period will vary from operation to operation depending upon the amount of idling reduced and the reliability of the system. Some operations may see a payback in a matter of months while others may require years to recoup this investment.

This is the third year that we have supported this bill. Last year there was a proposed amendment which was agreed to by both parties but which was not called in the Senate. It was filed in the House, but was not called because the bill was never taken up. We respectfully request that this amendment, 2009 LCO 6662, be incorporated into the bill in the Environment Committee. We have attached a copy of LCO 6662.

The purpose of this bill is to encourage compliance and not to punish people. It is intended that enforcement should be more educational than punitive. The language which we have proposed will limit the fine to the intended \$35 and not allow that fine to be adjusted upwards, as many fines are, by surcharges and other add on court imposed charges.

Thank you



General Assembly

Amendment

January Session, 2009

LCO No. 6668

~

~

~

SB0079206668HDO

Offered by:

REP. ROY, 119th Dist.

REP. GUERRERA, 29th Dist.

REP. CHAPIN, 67th Dist.

REP. SCRIBNER, 107th Dist.

To: Subst. Senate Bill No. 792

File No. 350

Cal. No. 573

"AN ACT PROHIBITING THE IDLING OF MOTOR VEHICLES."

In line 37, after "dollars. " insert "Notwithstanding any other provision of the general statutes, the fine imposed under this section shall not be subject to any other surcharge, assessment or fee. "